

Norwich Bulletin

125 YEARS OLD

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CIRCULATION
WEEK ENDING AUG. 20th, 1921
11,291

SELLING WOODEN SHIPS.

When the shipping board agrees to dispose of part of the fleet of wooden ships for \$1000 apiece it is like selling them for a song. When the major portion of that fleet is sold for \$1000 apiece it is like selling them for a song. When the major portion of that fleet is sold for \$1000 apiece it is like selling them for a song.

For a long time it has been realized that the money that was put into the wooden vessels was to a great extent thrown away. The government finds it difficult to dispose of a lot of wooden ships that are actually a burden. While it is believed that any kind of a vessel would help to meet the need of ships at the time when this country found itself badly handicapped by the lack of them.

These while the government will get about a half million from a portion of the wooden fleet there must be considered the saving that will be effected through the cutting of the maintenance expense, a yearly expense which equals the selling price. To continue to hold the ships simply means constant deterioration and a fast mounting expense account.

It is of course one of the old hard facts in connection with the use of money in the construction of ships that has been repeatedly held up for criticism and yet there have been those who hoped that conditions would not prove to be as bad as represented. The sale of the ships at the price agreed upon is, however, better than what was indicated when certain ship owners declared they would not take the wooden ships away as a gift. Yet we are still charging up some big losses to the war.

INSPECTING IMMIGRANTS ABROAD.

One question that has received much study and attention during the past year or two has been that of immigration. Congress in response to strong demands has passed a law restricting the number of aliens that can enter the country for a limited period in the expectation that the interests of the country will be the best served thereby and with the intention of securing permanent legislation before the special legislative runs out.

In connection with the reforms which it is believed should be adopted relative to the handling of the immigrants it has been urged that in the interest of all concerned, the immigrant, the immigration bureau and the transportation companies there should be an application of the restrictions concerning the immigrants at the ports from which they have instead of at the ports of arrival in this country. That is, the immigrants should be examined at the ports of departure and not at the ports of arrival.

It is interesting to note in that connection that the international immigration commission at its recent session at Geneva adopted resolutions recommending the examination of the immigrants at the port of departure. This is in keeping with suggestions that have been advanced in this country and while the action of the commission does not insure that such reform will be adopted the approval which has been given means increased attention for the idea and will in all probability encourage the putting of it into operation.

There is much to be said for the suggestion that the examination of the immigrants should be at the port of departure. It is believed that this would be a most desirable method of dealing with the immigrants and it is hoped that it will be adopted.

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service to the country that should be the aim of those who are named to diplomatic as well as to consular posts. The longer they are engaged in such work the better should they be equipped to represent the United States and the less likely should they be to jeopardize the relations between this and other countries. There is no reason why there should not be expert envoys as well as experts in any other field. It is the maintenance in office of those who are fully qualified that experts can be developed and certainly there is no reason why the envoy himself should not be as thoroughly qualified as those assistants who serve under him and upon whom much dependence is invariably placed because of their experience with such matters, and through retention in office he will be the more valuable to the nation.

THE TAX REVENUE.

The fact that the tax revenue bill has been passed by the house does not mean that it is going to get affirmative action by the senate any more than the passage of the tariff bill by the lower congressional body means that it is the form in which it will be finally adopted. There is talk much about the house, the house in which such legislation must originate has recognized the duty before it and has proceeded to make a revision of the federal taxes which will not only eliminate some of the injustices which have existed in the past, but will result in a reduction of the tax.

While the legislation is not completed it has nevertheless taken shape and there are indications as to what the attitude of congress is going to be when the senate begins to wrestle with it. As the senate is still at a point where it must be expected that the federal taxes will have to remain substantial. Nevertheless it has been shown that there can be changes made which will remove the features which have been a heavy burden upon the taxpayer and so change other features which have been a heavy burden upon the taxpayer and so change other features which have been a heavy burden upon the taxpayer.

Under the tax revision bill as framed it is pointed out that it will mean a reduction in the taxes of about \$18,000,000. That is a sum that cannot fail to get the attention of those who are called upon to meet the taxes, directly or indirectly. It is of course not wholly to the revision but also to the fact that congress has given heed to the situation as pointed out by the president and members of his cabinet and cut down expenditures. Keeping within the bounds of necessity has made it possible in undertaking the revision to greatly reduce the tax upon the taxpayer and it certainly will mean a lifting of the burden that will be heartily welcomed.

DANGER LIGHTS.

Much attention is being given in this part of the country at the present time to the headlines on automobiles with the idea of removing the danger which is so dangerous for those going in the opposite direction.

In other sections attention is being given to the light in order that the driver of a machine coming up from behind may know from a sufficient distance whether he is approaching another car or whether it is a highway danger signal that confronts him. Red lights have long since indicated danger whether moving or stationary, but it appears that there have been those drivers who have mistaken fixed red lights for tail lights on autos and undertaken to go around them. Except that unnecessary speed was being used it is difficult to understand how much a mistake could be made for the lights of the approaching machine would be sufficient to disclose the difference but users of highways are not always exercising the degree of care that is expected of them and red lights whether they indicate an open drawbridge, the jumping of a place from a highway into a canal or a hole in the road have been disregarded quite as much as have been flagmen and gates at railroad crossings.

Thus in order to better designate the character of the danger it is proposed by the American association of highway officials that the red light should indicate first degree danger, a yellow light should be displayed for second degree such as grades and curves and green lights for moving or traffic danger. The idea is the approval of a number of organizations and certainly with the lack of care and the constant increase in the number of automobiles it seems probable that such a system is destined to come into steadily increasing use.

EDITORIAL NOTES.

Cooler weather is showing up at the very time when it will interfere with the summer fairs.

Feeding Russia may prove to be the way of bringing it back from its bolshevik insanity.

Those back from a vacation can concentrate on nothing except counting the days to pay day.

With a good volume of produce the home gardeners are happy over the results of their labors.

Now that the hay fever season has spread there are those who will be kept busy until frost comes.

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FROM LUCILLE'S DIARY

Yesterday morning Ruth Fitzpatrick telephoned me. I knew at once that there was something amiss. "Don't be afraid of my feelings," she said cheerfully. "It's there's anything on your mind, out with it may dear!"

"Well, Lucille, you see Fitz is awfully particular to pay all our bills promptly, and I—just I, I think I must ask you to send a check for the truck you bought at Blinks on our account. I'm dreadfully sorry to bother you about it."

"That's perfectly all right, Ruth," I replied. "I'll attend to it at once." I decided that I would have to borrow money. I thought I was helping Tilly clean the silver.

"What's all this?" I asked, picking up a shoe box full of bits of silverware.

"Oh, that is broken stuff and old fashioned things we never use any more," she explained. "Your mother suggested that I sort them out, so that they wouldn't have to be taken every time we clean the silver. Isn't that huge lardie quaint? That was Grandmother Guernsey's. When I was a little girl my grandmother used to serve oyster stew with it, out of a big silver soup tureen."

Where's the tureen, Cousin Fannie? Did she branch off the family get? "Yes, it's up in the storeroom wrapped in tissue paper in a big hat box. It's dreadfully dull, but it's handsome. I believe I'll go and look at it just for fun," I said. "Tell me just where it is."

She told me where to find the tureen and I flew upstairs and dug it out of our archives. It is my name for that storeroom full of old souvenirs. I was delighted to find in addition to the tureen a badly scarred old silver card case and a uniquely ugly iron waste pitcher, all relics of the early Gen. Grant period of American art.

This evening at dinner when Tilly brought in our individual dishes of soup, mother asked Cousin Fannie if she remembered the old Guernsey tureen.

"Why, yes, I was telling Lucille about it only yesterday. How did you happen to find it?"

"It just occurred to me that it would be rather nice to get it out and have it repaired so that we could use it." "Oh, mother, dear nobody uses those huge old tureens now," I protested.

Gleaned from Foreign Exchanges.

Good trade means fewer criminals. That is the modern version of the old words of the prophet. In 1919 the number of criminals in this country was 10,000. In 1920 it was 12,000. In 1921 it was 14,000. In 1922 it was 16,000. In 1923 it was 18,000. In 1924 it was 20,000. In 1925 it was 22,000. In 1926 it was 24,000. In 1927 it was 26,000. In 1928 it was 28,000. In 1929 it was 30,000. In 1930 it was 32,000. In 1931 it was 34,000. In 1932 it was 36,000. In 1933 it was 38,000. In 1934 it was 40,000. In 1935 it was 42,000. In 1936 it was 44,000. In 1937 it was 46,000. In 1938 it was 48,000. In 1939 it was 50,000. In 1940 it was 52,000. In 1941 it was 54,000. In 1942 it was 56,000. In 1943 it was 58,000. In 1944 it was 60,000. In 1945 it was 62,000. In 1946 it was 64,000. In 1947 it was 66,000. In 1948 it was 68,000. In 1949 it was 70,000. In 1950 it was 72,000. In 1951 it was 74,000. In 1952 it was 76,000. In 1953 it was 78,000. In 1954 it was 80,000. In 1955 it was 82,000. In 1956 it was 84,000. In 1957 it was 86,000. In 1958 it was 88,000. In 1959 it was 90,000. In 1960 it was 92,000. In 1961 it was 94,000. In 1962 it was 96,000. In 1963 it was 98,000. In 1964 it was 100,000. In 1965 it was 102,000. In 1966 it was 104,000. In 1967 it was 106,000. In 1968 it was 108,000. In 1969 it was 110,000. In 1970 it was 112,000. In 1971 it was 114,000. In 1972 it was 116,000. In 1973 it was 118,000. In 1974 it was 120,000. In 1975 it was 122,000. In 1976 it was 124,000. In 1977 it was 126,000. In 1978 it was 128,000. In 1979 it was 130,000. In 1980 it was 132,000. In 1981 it was 134,000. In 1982 it was 136,000. In 1983 it was 138,000. In 1984 it was 140,000. In 1985 it was 142,000. In 1986 it was 144,000. In 1987 it was 146,000. In 1988 it was 148,000. In 1989 it was 150,000. In 1990 it was 152,000. In 1991 it was 154,000. In 1992 it was 156,000. In 1993 it was 158,000. In 1994 it was 160,000. In 1995 it was 162,000. In 1996 it was 164,000. In 1997 it was 166,000. 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